

Atty. Dkt. No. 034258-0501

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Previously presented) Protective door for a driver's cabin having
 - a first door element (2), which has a restraining arrangement (4), which can be locked on a front pillar (6) of a driver's cab and is intended for securing against the driver falling out laterally, and a weather-protection unit (8); and
 - a second door element (3), which is adjacent to the first door element (2), on which the restraining arrangement (4) is articulated such that it can be pivoted via a first hinge (7), and which can be fastened on a rear pillar (22) of the driver's cab;
 - it being the case that the weather-protection unit (8) of the first door element (2) is articulated on the second door element (3) such that it can be pivoted through preferably 180°, via a second hinge (23), between a closed position and a pivoted-open position, independently of the restraining arrangement (4).
2. (Original) Protective door according to Claim 1, it being the case that the second door element (3) is articulated on the rear pillar (22) of the driver's cab such that it can be pivoted via a third hinge (31).
3. (Original) Protective door according to Claim 1 or 2, it being the case that means are provided for fixing the weather-protection unit (8) in the pivoted-open position.
4. (Previously presented) Protective door according to one of Claims 1 or 2, it being the case that the weather-protection unit (8) is articulated on the second door element (3) via the second hinge (23) such that it can be fitted thereon or removed therefrom.

Atty. Dkt. No. 034258-0501

5. (Previously presented) Protective door according to Claim 1, it being the case that the weather-protection unit (8) has a sliding window (16).
6. (Previously presented) Protective door according to Claim 1, it being the case that the weather-protection unit (8) is produced, at least in part, from polycarbonate.
7. (Previously presented) Protective door according to one of Claims 1, 5 or 6, it being the case that the restraining arrangement (4) has an ellipsoidal bracket frame comprising a top elliptical bracket (24) and a bottom elliptical bracket (25), and that the elliptical brackets (24, 25) of the ellipsoidal bracket frame, which are connected to one another at their ends, are articulated on the second door element (3) above the backrest of a driver's seat (26) of the driver's cab such that they can be pivoted by means of the first hinge (7), and they can be locked on the front pillar (6), level with the height of the seat surface of the driver's seat (26), by means of a locking device (5).
8. (Original) Protective door according to Claim 7, it being the case that the restraining arrangement (4) additionally has a retaining bar (27) which starts approximately in the centre of the bottom elliptical bracket (25) of the ellipsoidal bracket frame and is articulated on the second door element (3), beneath the first hinge (7), via a fourth hinge (28).
9. (Previously presented) Protective door according to Claim 8, it being the case that additionally provided between the bottom elliptical bracket (25) and the retaining bracket (27) is a hip pad (29).
10. (Original) Protective door according to Claim 8, it being the case

Atty. Dkt. No. 034258-0501

- additionally provided between the bottom elliptical bracket (25) and the retaining bracket (27) is a hip pad (29); and
 - that additionally provided between the bottom elliptical bracket (25) and the retaining bracket (27) is a hip pad (29), which are preferably provided with rigidity-increasing means;
 - that the retaining bracket (27) is extended beyond the bottom elliptical bracket (25) to the top elliptical bracket (24) and secured on the top elliptical bracket (24).
11. (Currently Amended) Protective door according to Claim [[9]] 8, it being the case that an actuating element (30) for the locking device (5) is provided on the top elliptical bracket (24).
12. (Previously presented) Protective door according to Claim 8, it being the case that the retaining bracket (27), bottom elliptical bracket (25) and top elliptical bracket (24) have a rectangular cross section.
13. (Previously presented) Driver's cab with a protective door according to one of Claims 1 or 2.
14. (Original) Vehicle with a driver's cab according to Claim 13.
15. (Previously presented) Protective door according to Claim 1, wherein the driver's cabin is in a utility vehicle.
16. (Previously presented) Protective door according to Claim 9, wherein the hip pad is provided with rigidity increasing means.
17. (Previously presented) Protective door according to Claim 9, it being the case that an actuating element (30) for the locking device (5) is provided on the top elliptical bracket (24),

Atty. Dkt. No. 034258-0501

preferably in the region of transition between the top elliptical bracket (24) and retaining bracket (27).

18. (Previously presented) Protective door according to Claim 10, it being the case that an actuating element (30) for the locking device (5) is provided on the top elliptical bracket (24), preferably in the region of transition between the top elliptical bracket (24) and retaining bracket (27).

19. (Previously presented) Protective door according to Claim 9, it being the case that the retaining bracket (27), bottom elliptical bracket (25) and top elliptical bracket (24) have a rectangular cross section.

20. (Previously presented) Protective door according to Claim 10, it being the case that the retaining bracket (27), bottom elliptical bracket (25) and top elliptical bracket (24) have a rectangular cross section.

21. (Previously presented) Protective door according to Claim 11, it being the case that the retaining bracket (27), bottom elliptical bracket (25) and top elliptical bracket (24) have a rectangular cross section.

22. (Previously presented) Driver's cab with a protective door according to Claim 8.

23. (Previously presented) Driver's cab with a protective door according to Claim 9.

24. (Previously presented) Driver's cab with a protective door according to Claim 10.